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日五十月一十年未己

HONGKONG MONDAY, JANUARY 5TH, 1920.

一拜禮

號五月正年九國民華中

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(63)

**PEAK TRAMWAY COMPANY****LIMITED.****TIME TABLE****WEEK DAYS.**

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 " " 8.30 " " 10 "

8.30 " " 9.00 " " 10 "

9.00 " " 9.30 " " 10 "

9.30 " " 10.00 " " 10 "

10.00 " " 10.30 " " 10 "

10.30 " " 11.00 " " 10 "

11.00 " " 11.30 " " 10 "

11.30 " " 12.00 " " 10 "

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1.00 " " 1.30 " " 10 "

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5.30 " " 6.00 " " 10 "

6.00 " " 6.30 " " 10 "

6.30 " " 7.00 " " 10 "

**KOWLOON-CANTON RAILWAY.****TIME TABLE.**

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice (All previous Time Tables cancelled.)

**DOWN TRAINS**

Stations		No. 1. A	No. 2. A	No. 3. A	No. 4. A	No. 5. A	No. 6. A	No. 7. A	No. 8. A	No. 9. A	No. 10. A	No. 11. A	No. 12. A	No. 13. A	No. 14. A	No. 15. A	No. 16. A	No. 17. A	No. 18. A	No. 19. A	No. 20. A
		Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (at Sha Tin)	dep.	7.30	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45
SHEN LUNG	arr.	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50
Shum Chun	dep.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Sheungshui	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Tai Po Market	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Tai Po	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52
Yau Tung	dep.	7.38	7.53	8.03	8.13	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53
Yau Tung	arr.	7.37	7.52	8.02	8.12																



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## A FREE CITY UNDER THE LEAGUE. INTRICACIES OF THE DANZIG PROBLEM.

The Free City of Danzig is one of the mysteries of the Treaty of Versailles which the League of Nations has been left to elucidate.

The Allies, in signing the Treaty, undertook to make Danzig a Free City and subscribed to a number of statements about the conditions of its existence, over which the good people of Danzig and the Poles have been puzzling their heads ever since. Almost every clause leaves some point open to doubt or question. The problem evidently has not yet been really faced, and it cannot be until it is known what the Free City is going to be and who is going to govern it.

By the terms of the Treaty the constitution of Danzig is to be drawn up by "the duly appointed representatives of the Free City in agreement with a High Commissioner to be appointed by the League of Nations." Who are the duly appointed representatives of the Free City? Nobody knows. At present the principal representative of Danzig is the Oberbürgermeister, Dr. Sahn, who is a German official, and who, apart from his office, has nothing to do with Danzig. Whether Dr. Sahn and all the other German officials, as persons "ordinarily resident" within the city, will become Danzigers from the moment the Treaty is ratified is by no means clear. Are he and the present municipal council to be regarded as the "duly appointed representatives" of the city, or are fresh elections to be held? The High Commissioner is expected to be able to give a ruling on this point, and everybody in Danzig is asking who he is going to be and when he is coming.

When will the Free City come into existence? Again, nobody knows. From the moment that the Treaty is ratified all persons "ordinarily resident" within the limits laid down for it cease to be Germans and become merely Danzigers; the German Government will cease to take any interest in them, but what the new City State to which they are to be long will be and how it is to exist remains as much an uncertainty as the League of Nations itself.

### GERMAN SHIPYARDS.

This condition of things is more serious than appears at first sight. It is much simpler to chop off a small piece from a highly organized country than to make that piece stand by itself. Danzig contains a number of important institutions of the German Government. There is a big shipbuilding yard and two large munition works, one for rifles, the other for artillery, which in normal times employ about 5,000 men. Danzig is also an important railway-depot with big locomotive shops. Finally there is the technical academy, which serves the needs not only of Danzig, but of a large part of Prussia. All the officials and workpeople of the dockyard and munition works are now ceasing to be paid by the German Government, and have no one to employ them but the Free City of Danzig. To a State with only a few hundred thousand inhabitants such of these institutions is a white elephant. Danzig alone will be quite unable to support the financial burden which their upkeep represents (writes the *Times* Warsaw correspondent).

The majority of the regular employees of the dockyard and the munition factories are already out of work, and have been receiving unemployment doles. Only one-sixth of this expense has so far been borne by the city and the rest by the Government. Now the city will be added with the whole. This is only one aspect of the question. Hitherto the city budget has been about 20,000,000 marks; now that Danzig is to be cut away from Germany it is calculated that it will be six times as much.

It is beyond question that the Polish Government will have to assume a large part of the responsibility for Danzig which has so far been borne by the German Government. The Treaty provides that the Poles shall control and administer the Vistula waterways and the whole of the railway system within the limits of the Free City. Poland is to be responsible for the foreign relations of Danzig, and is to undertake its diplomatic representation abroad. The exact relations between Poland and the Free City are to be settled in a treaty to be negotiated by the Allies, but as negotiations cannot be begun until the Free City is established both Germans and Poles have been growing more and more nervous of one another.

### ILLEGAL REMOVAL OF STORES.

As soon as the Treaty was signed the German Government began to clear its property out of Danzig. There is a clause in the Treaty which provides that all the property of the German Government shall pass into the hands of the Allies for disposal either to Poland or the Free City as may seem equitable. In spite of this the Germans began to remove stores and equipment from the harbour and dockyard as fast as they could. Ships, cranes, machinery, etc., were sold right and left to anybody except the Poles. There were a number of old warships lying in the port with the name of the Dutch arm which has purchased them stencilled on their hulls. The floating docks were to have been towed off to Skutumpah, but here the dockyard labourers, who saw their source of livelihood being taken from them, stepped in and sank one of them to prevent its being removed. For the same reason they struck and demonstrated a week ago when it was proposed to take the old warships to Holland to be broken up, and gained their point.

(Continued at foot of next column)

## NITROGEN WELLS. UNTAPPED RESOURCES OF CANADA.

Discussing the necessity for the employment of scientific methods in the development of Canada's natural resources, Professor J. C. McLennan, of the University of Toronto, addressing the Special Committee of the House of Commons on Scientific Research, gave further interesting information regarding the discovery and commercial utilization of helium gas in Canada.

Although it will not pay to use the gas for balloons under present conditions, said Professor McLennan, "every effort is being made to develop technical uses for this gas, and it is possible that it may yet be required in large quantities for the production of gas-filled lamps and other articles of commerce. In a technical research institute or in institutions allied to it, such technical possibilities can be worked out. Will you encourage your scientific men to take part in this development?"

"Perhaps you will permit me to refer to one other possible line of development. During the search for helium it was found that practically all the natural gases issuing from wells situated in the Fraser Valley, British Columbia, or from those on the islands of the Gulf of Georgia, consisted of pure nitrogen. These gases were, of course, non-inflammable, and were considered on that account of no particular value."

### VALUABLE SOURCE OF FERTILIZERS.

"In the production of cyanamide and cyanides you know that vast plants are required to extract the nitrogen from the air. If it should turn out that the supply of nitrogen which can be drawn from the wells in the Fraser Valley is considerable and permanent, you have in this resource a basis for the production of cyanides and fertilizers on the Pacific Coast. At such places as Stave Lake you have large blocks of electric power either developed or developable. In the neighbourhood you have large deposits of crystalline marble and coal as well. The conditions are, therefore, favourable. Of course, the land in the Fraser Valley is exceedingly fertile now. It will not, however, always remain so, and artificial fertilizers will be required in large amounts. In the meantime the lands in the Sacramento Valley and those in the north-western portions of the United States afford a market for any supplies that may become available. China, too, uses large amounts of artificially-made fertilizers."

Here, then, are wealth-producing industries that can possibly be developed with great profit in our country. Many more possibilities might be referred to, but from what has been stated you will see clearly enough that scientific knowledge, when backed by imagination and supported financially by our people, should be of the greatest service in the upbuilding of our industrial life."

For one reason or another the Government has now changed its policy of *tabooing*. The dockyard and munition works have been handed over to the city of Danzig, to be run, together with a grant to enable work to be carried on. The dockyard has been given an order to build some trawlers, and, according to Dr. Sahn, the munition works are being adapted to turn out carriages, trunks, and other articles of peace.

This improvement has only been brought about by force of circumstances and the threat of Bolshevism among the working population. It might all have been arranged long ago if an Allied Commission had been sent to Danzig as soon as the peace was signed to study the future of the Free City. This was not done; the only representatives of the *Entente* there have been the members of the Allied Relief Commission, whose business it has been to see that the food and stores consigned to Poland were properly forwarded. The German Government has taken advantage of this neglect to refuse to face the actual situation created by the Treaty. The city is still placed with posters calling upon the German population to combine to prevent Danzig being taken from Germany. Poles are forbidden to wear Polish badges and colours. The Polish Government has been unable to have any official representative in Danzig to look after its interests except the Polish members of the Allied Relief Commission.

In consequence the real Danzigers have not known where they stood. The most patriotic Germans among them have hesitated to devote all their attention to ward adapting themselves to the new conditions, and have sat on the fence with one eye on von der Goltz's Army at Mitau, waiting, like Mr. Micawber, for something to turn up. In discussing the future of the Free City they lay stress upon the disadvantages which Danzig will suffer in entering the Polish Customs Union and having to accept the Polish mark as its currency. They have no confidence in the future of Poland or in Polish talent for organization and administration, and figure to themselves a Free City which shall actually remain part and parcel of Germany, and will endeavour to reduce Poland's rights in Danzig under the Treaty of Versailles to a minimum. They support a proposal to provide Danzig with a police force recruited from the Reichswehr.

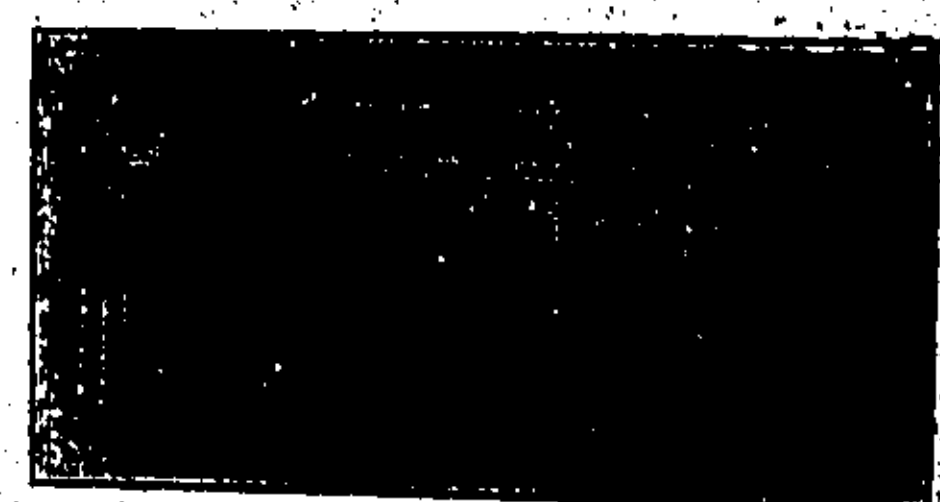
There are, however, a number of Danzig business men who have a more sanguine conception of the future of their city in its new relation to Poland. They have united in an economic league (*Wirtschaftsbund*) which has been trying to get into touch with the Warsaw Government to prepare the ground for negotiations. As a result of their initiative a delegation of some 20 persons, representing all interests of Danzig, will probably visit Warsaw in the next week or so. Meanwhile, the sooner the High Commissioner enters upon his functions, the better. The problems to be solved in establishing Danzig as a Free City are innumerable and particularly intricate, and there are plenty of people in Germany who are interested in seeing that they are not solved at all. The more delay there is in grappling with the whole question, the less the chances of the Treaty terms ever being put into effect.

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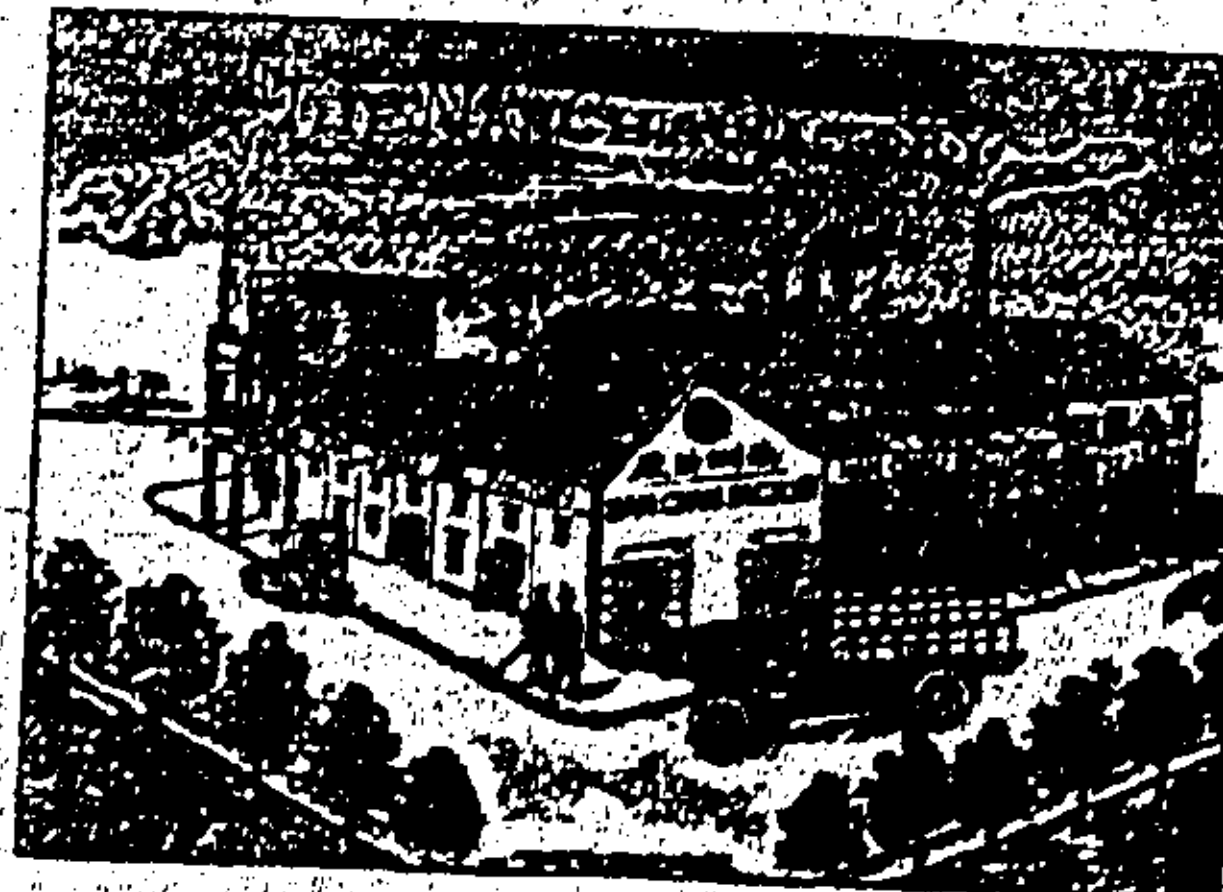
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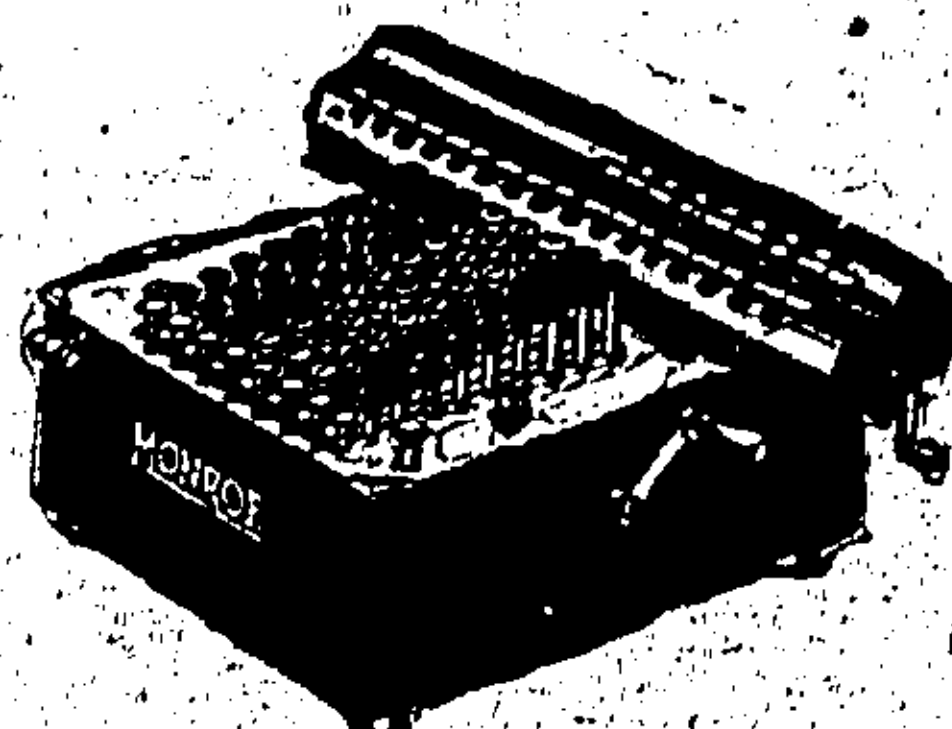
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## SPORT.

## FOOTBALL.

## Division I.

ROYAL NAVY, 4; R.O.A., 0.

This match, which was played on the Navy ground on Saturday, resulted in a win for the sailors by four goals to nil. Contrary to what the result might suggest, the match was by no means one-sided, and despite the fact that the gunners were without the services of Tal-ferd, who was playing cricket, they gave the sailors a hard struggle for the two points at stake.

The match opened fast, with the sailors attacking with great determination, but the defence was equal to the occasion and managed to relieve the pressure. Then the sailors again attacked, but Graydon shot high, and thus a good chance of scoring early in the match was spoiled. After this the gunners took up the offensive, but, although they combined well, they did not get beyond the sailors' backs, who were playing very safely. The method of the sailors' attack soon became known to the gunners, and, being aware that they almost invariably fed Graydon when near goal, the defenders paid great attention to him and every time he got the ball either from Neal or the inside left, he was immediately tackled by two of the defenders and robbed. This proved so effective that when the half time came, the teams changed ends with the score sheet blank.

The second moiety was a repetition of the first with the sailors doing all the attacking and the gunners defending with vigour. The gunners visited the sailors' citadel only twice throughout this moiety, and, although they managed to break through the backs on both occasions, they failed to put the finishing touch. The sailors exhibited some tricky play at this juncture, and had the gunners' defence guessing on more occasions than one, but still they were unable to score. It was not until the second half was some twenty minutes old that the sailors scored their first goal. This came from the left wing who centred beautifully from a corner kick, and in the net the ball followed someone netted the ball. Despite the fact that the gunners improved their defensive tactics, the sailors could not be stopped now and their second goal came a few minutes after. Graydon, receiving the ball from the left inside, sent in a high shot which the soldiers' goal attempted to catch but he leapt a little too late, and the ball, touching one of his hands, bounced over his shoulder. Neal ran in before he could recover the ball, and netted it.

Green, the gunners' centre forward, then initiated a desperate attack, and would have succeeded in reducing the lead but unfortunately he did not receive any material help from the other forwards and his energy was wasted. Graydon soon began to get lively.

Despite the fact that he was foiled once by tricky play on the part of the right back, he persisted and was soon awarded for his pains by scoring a very fine goal. He tricked the gunners' goalies out of the goal, and then coolly touched the ball past him into the right corner. The gunners made another desperate attack after this, the halves going up to help the forwards, but they did not get beyond the backs who cleared to midfield. Neal received the ball and ran down the field at a very fast pace. Graydon kept in line with him. When near the backs, he dribbled past one of them and then punted the ball to Graydon who, left unattended, walked in and scored his second goal. The final whistle, which came soon afterwards, found Graydon about to perform the "hat-trick," but the ball was not netted. The sailors won by four goals to nil. Taking their play on the whole, the gunners did not deserve to lose so heavily.

SOUTH CHINA ATHLETIC, 5; POLICE, 1.

In spite of the fact that the Chinese were not fully represented against the Police on Saturday, they managed to win comfortably by five goals to one. The Chinese were able to score so many goals because of the running powers of their forwards. The Police did their best to stop their speedy opponents, but they were outplayed in every department except at goal, where A. Clark was as sound as usual. He could hardly be blamed for the goals which did pass him. The Chinese, who played cleverly and cleanly, deserve to be congratulated on their win.

Play was fairly evenly divided in the first half, although from quite early, the speed of the Chinese gave them an undoubted advantage over their brawny opponents. With a little luck they should have scored quite early, for the extreme right, cleverly eluding two of his opponents, lifted the ball right into the goal mouth. The Police backs always cleared from the resultant. Several Police incursions were stopped by the Chinese backs, because the passing was very faulty. After the Chinese had made two more attempts to score, they scored their first goal. The extreme right, dodging past MacWalker, centred along the ground. The extreme left ran in and shot hard from close quarters, giving Clark no chance. The Police played with greater vigour after this, but they lacked that important factor, speed, and the Chinese outran them time after time, robbing them in a manner that caused the greatest enjoyment. They had, however, to play very well to stop Grimmett and Clark from scoring, and there was a sign of relief when the ball was sent away to the other side. Here again the Chinese forwards "made rings" round their opponents, but they were unable to score, and the interval was called with the Chinese leading by a goal to nil.

The Police scored an equalising goal quite unexpectedly early in the second half, Condon and Grimmett taking the ball up between them and the former netting the ball from close quarters. The Chinese played their very best after this, and were combining so well that a second goal for them was inevitable. It came from Ip Kan, the diminutive centre forward who received an accurate pass from outside right and had only to put his leg to it. When on the top of this leading goal, the Chinese scored two more goals in quick succession, there was wild enthusiasm on the field. The Chinese forwards, combining prettily, took the Police territory where first the centre forward and then the inside right ran right through the backs and scored from close up to the goal. The score was now four goals to their opponents' one, and the Police, led by Clark, made a series of determined efforts to score. They were, however, unable to break through the Chinese defence. The Chinese were on the aggressive during the last few minutes of the game. The Chinese got still another goal; this in a strange manner. The Chinese forwards ran through and the Police, appealing for off-side, stood still. An Kit Sang walked in with the ball and deposited it in a corner of the net. The game ended in a win for the Chinese by five goals to nil.

## Division II.

STAFFS, 1; MANCHESTERS, 0.

The Manchesters, who are due to sail for Home and demobilization early this week, played their last league match on the Navy ground on Saturday. The team they fielded on Saturday cannot be seriously be called Manchesters, for with the exception of the two wings, who are well-known Manchester players, the remainder of the team was drawn from the Wiltshire Regiment, who, we understand, will, by special arrangement, finish the league for the Manchesters.

The match started rather discouragingly for the supporters of the infantry, for the Staffs attacked immediately from the centre and would have scored within the first minute of play had not Townsend been too hasty, and shot high. After this, the Staffs kept up the pressure, but they never again got the chance they missed, and although they tried hard, they found the defence very sound, particularly that of the goalies, whose play was a treat to watch. Nothing seemed too hard for him to save, and the cool way he dealt with the shots from various angles marked him out as an experienced player. Once when Townsend sent in a ground shot at very close range, straight for the left corner of the net, he threw himself on the ground and saved at the expense of a corner. For this performance, which many considered as good as saving a penalty, he was well applauded. When the half time came the score sheet was blank.

In the second moiety, the Staffs renewed their offensive tactics, but the infantrymen had by this time got acquainted with the ground, and they defended vigorously. Soon the infantrymen were having a look in, and began to attack with such sound judgment that it appeared certain that they would open the scoring. They came within an ace of scoring on more than half-a-dozen occasions, but the defence just survived each attack. Then, when the second moiety was twenty minutes old, Townsend ran the ball down the field and tried to shoot, but the defence had tackled to watch

him by now, and he could not go two yards before two or three men pounced on him and robbed him. After trying three times to break through, he began to realize the impossibility of individual attempts, and when he next got the ball he immediately took a long shot at goal. This the goalies punched away, but Sheriff got to it and after dribbling past the right back he tipped the ball to his inside partner and the latter found the net without much difficulty. There were series of "Off side" on the touch line before the goal was scored, and this probably had the effect of putting the hitherto sound goalies out of his guard. However, as the referee, Mr. Black, did not agree with the spectators' views as to the "Off side," the game was resumed. Despite the fact that the infantrymen tried hard after this, they were unable to find the net, and the Staffs won by the only goal of the match.

R.N. (R.), 1; I.R.C., 1.

The Navy Reserves had to work hard, especially in the first half, for the goals they scored against the Indians on the Club ground on Saturday. The Indians played a greatly improved game, the speed and the greater "durability" of the sailors only becoming apparent in the second moiety.

The sailors' first goal came from a penalty, MacCarthy, the new centre forward, making no mistake with the shot. Bryant scored a second goal a little before the interval was called. The strain of the last game told on the Indians in the second half, and the sailors scored five more goals. They should have netted more, if it had not been for the capable goal-keeping of Madar.

Most of the sailors' goals came from Bryant and MacCarthy. The two extreme forwards gave a very good account of themselves. Trace and Harris played a sound game at back, and Gos had quite a lot of work to do and did it well. The only hard shot which Hayward, the goal-keeper, had to save came from Marker in the first half. The brothers Hyder played a great game at back for the Indians. Absolutely unsparring in their efforts their strong kicking and tackling evoked deserved praise from even the sailors, who know how to appreciate good football. S. A. Ismail, at centre half was not in his best form, but worked hard. In the forward line, O. and S. Remjahn did surprisingly well, but have to learn to get rid of the ball, forward and not back, more quickly.

CLUB DE RECREIO, 1; SOUTH CHINA "A", 0.

A well-contested game between the Club de Recreio and South China "A" on the military ground on Saturday, ended in a win for the former team by one goal. The game was fast throughout, and but for the sturdy defence of the backs of the respective sides, several goals might have been scored. Frequent onrushes were made by the opposing forwards, who, however, were stopped opposite the uprights. The Club forward line was heavier than the Chinese, but what the latter lacked in weight they made up in excellent combination. No goals were registered in the first half, but after the interval a fine run by H. Xavier of the Club, who took the leather up from midfield, resulted in Lima, the centre-forward beating the Chinese custodian.

## FRIENDLY MATCH.

"ALLIES" v. "THE REST"

An interesting football match took place at Kowloon on New Year's Day between two teams styled "Allies" and "The Rest."

The "Allies" won the toss and King kicked off for "The Rest." Before long Leo put in a great shot from the right wing completely beating Bowen, the "Allies" custodian, and opening scoring for "The Rest." A bombardment of the "Allies" goal followed, Bowen for a time being kept very busy. Bowen was again beaten, but King was ruled off-side, and the teams changed ends with "The Rest" leading by one goal to nil. After the interval the front line of the "Allies" attacked in a determined fashion but were repulsed by McKay and Sargent who were both in great form as backs for "The Rest." The "Allies" then forced two corners in quick succession but failed to score, and the ball was again taken to the other end where Howard came into prominence by beating the custodian but was ruled off-side. Alett cleared and the ball was taken into the territory of "The Rest" from a brilliant pass by Goldsmith. Rivers stopped the rush but the ball was brought back again, and the "Allies" were awarded a penalty. Phayre took the

## FORTHCOMING BOXING TOURNAMENT.

## THE RESULT OF THE DRAW.

Good sport is promised at the two-day boxing meet fixed for Friday and Saturday in a special ring erected in the grounds of the Volunteer Headquarters. All preliminary and semi-final bouts in the Novices' competition will take place on Friday night, commencing at 7 p.m. The finals take place on Saturday, when the principal source of attraction will be a fifteen-round contest for the welter-weight championship of the Colony between Sky Kerrison (holder) and Seaman Parsons (challenger).

The following rules will govern the Novices' Competition on January 9th and 10th.

- 1.—Box in light boots or shoes (without spikes) or in socks.
- 2.—Medical examination before entering ring.
- 3.—Weigh-in at ringside, at 6.45 p.m. on the 9th.
- 4.—Each bout to be of three rounds. First two rounds to be two minutes. Third round three minutes. One minute interval.
- 5.—Competitor drawing a bye to spar for the specified time with an opponent approved by judges and referee.
- 6.—Referee and two judges to officiate in each bout.
- 7.—Maximum marks for first two rounds to be 5; for third round to be 7.
- 8.—Only one "second," other than another competitor, allowed.
- 9.—Otherwise, as per N.S.C. Rules for competitors.

Silver cups, suitably engraved, have been selected for the winner, runner-up, and best loser in each of the four weights, and will be on exhibition in the windows of Messrs. Kelly and Walsh.

The draw for the competition was made on Saturday by Messrs. F. C. Jenkin, W. Logan, and J. S. McCann. The order is as follows:—

## FEATHERWEIGHT CLASS.

- 1.—Leo Corral, Wyle, v. L. Tel. Conway, Ambrose.
- 2.—S. Gosling, Alacrity, v. Pte. Drew, Wile.
- 3.—Pte. Driscoll, Wile, v. Pte. Condon, H.K. Police.
- 4.—A. B. Byrne, Alacrity, v. Stoker Towne, Alacrity.

## LIGHT-WEIGHT CLASS.

- 1.—Pte. James, Wile, v. Gunner Hudson, R.G.A.
- 2.—Stoker Barrett, Carlisle, v. A. B. Compton, Ambrose.
- 3.—Pte. Burns, Wile, (Bye), v. Sparling Partner.
- 4.—Ship's Corr. North, Carlisle (Bye), v. Sparling Partner.

## WELTER-WEIGHT CLASS.

- 1.—A. B. Holt, Ambrose, v. A. B. Symonds, Carlisle.
- 2.—A. B. Trace, Alacrity, v. Sergt. Davies, Wile.
- 3.—A. B. Osborne, Ambrose, v. Boy Harris, Carlisle.
- 4.—H. R. C. Jones, Wile, v. L. S. Searle, Carlisle.
- 5.—Pte. Woodley, Wile, v. A. B. Nethercott, Ambrose.
- 6.—Pte. Blade, Wile, v. A. B. Massey, Ambrose.
- 7.—L. E. Woods, Carlisle, v. Seaman Coulthard, Ambrose.
- 8.—L. O. Rogers, Wile, v. Pte. Dadd, Wile.

## MIDDLE-WEIGHT CLASS.

- 1.—A. B. Hinch, Ambrose, v. A. B. Fellows, Alacrity.
- 2.—Corpl. Gee, Wile, v. Pte. Thorne, Wile.
- 3.—Boy Hall, Carlisle, v. A. B. Conn, Ambrose.
- 4.—Pte. Jones, Wile, v. L. S. Bactrop, Carlisle.

Commencing with the "feathers," the bouts in each class will be fought in the order set out above. Competitors and their seconds are warned that if they are not ready to enter the ring at the conclusion of the bout immediately preceding their own, the competitors may be disqualified by the referee.

## BILLIARDS.

The game in the Palace Hotel Handicap to-night at 9 p.m. is between S. Hewlett-200, v. F. H. Woolman-20.

Kick and made no mistake although Miller made a great effort and almost succeeded in stopping it. Soon afterwards the whistle sounded for time, the game ending a draw, each side claiming a goal. A return match will take place shortly when the teams will play for a Cup kindly presented by two Kowloon gentlemen.

The teams were as follows:—  
"Allies"—Bowen, Thomas, Phayre, Kenally, Alett, McGregor, Leydon, Tyrell, Goldsmith, Joy, and Green.  
"The Rest"—Miller, Sargent, McKay, Harris, Rivers, Newton, Howard, Hyde, King, Leck, and Lee.  
Referee—Mr. F. H. Andrews.  
The members of the H.K. S.R.G.A. Sergeant, Messrs. entertained the teams to a musical programme during the evening. The following gentlemen contributed:—Mr. Davis, Mr. Lee, Mr. Howard, Mr. Oswald, Mr. Alett, Mr. Miller, Mr. King, Mr. Harris, and Mr. McGregor.

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## THEATRE ROYAL.

Owing to steamer arrangements the performances announced by the "Vanity Fair" Company for Friday and Saturday of next week will not now take place. The Management of the Russian Grand Opera Company have pleasure in announcing that they have taken over from Mr. Warwick the two days mentioned above and intimate that they will present "Aida" on the Friday and "Traviata" on the Saturday. Tickets already purchased for Monday, when "Aida" was to have been given will be good for the Friday, but if desired they can be exchanged.

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BRANCH OFFICE: No. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## STORM-BOUND AT SHANGHAI EXPERIENCES OF THE "EMPEROR" OF RUSSIA'S PASSENGERS.

The following from the N.C. Daily News of December 30th amplifies the telegraphic information published by us a few days ago:

As a result of the sudden cold wave which has swept Shanghai during the past three days and which was accompanied by severe frost and very cold and strong north-westerly gale, the passengers who are outward bound for Japan ports and Vancouver have had a most trying time.

In the first place that tender Alexandra was to have left the Municipal Jetty at 8.30 a.m. on Sunday and by 9 a.m. all passengers, including upwards of 100 booked through to Vancouver and more than 50 for Japan, were on board. At that time it was blowing quite a gale and the temperature was low enough to be anything but pleasant. As the tender made her way down river, the cold and gale became far more severe, a very high "sea" running as the tender approached Woosung. The motion of the river on the journey down was so great that many of the passengers on board were severely seasick and in addition, the spray from the river, which the tender had to take on board to a very great extent in cutting through wind and tide, quickly became ice as it reached the decks and the clothing of the passengers.

At Woosung there was a very high sea running and the wind there far more forceful. An attempt was made to bring the tender alongside the outbound steamer on the windward side, but this proving impossible, the tender was taken to the lee side, where eventually a stout hawser from the bow end was made fast, but before a stern-end hawser could be adjusted the forward rope snapped, with the result that the tender had to put off immediately, for the safety of the passengers. It was then decided to retake the passengers to Shanghai, and they arrived here about 11.30 p.m. on Sunday, showing by appearance their experience of the gale.

It was announced that the tender would leave yesterday morning at nine o'clock, but in the meantime many intending passengers were bereft of room, the hotels being crowded, and many had to put up with such scanty accommodation as they could get, some having to share apartments.

ANOTHER POSTPONEMENT.  
Yesterday morning the gale at Woosung was still too strong for passengers to be despatched and a postponement was made until 9.30 a.m., when it was once more found inadvisable to despatch the passenger tender, which we understand will leave at 9 a.m. to-day, should the gale subside.

Amongst local residents, and especially amongst Chinese, it is said that with a gale as that of last week-end, it is usually for about three days and subsides at sunset of the third day. Weather indications given in the Sincere weather report to some extent verify this prophecy and it is earnestly to be hoped that it will prove true, for both passengers and agents have been subjected to much inconvenience through what may in average years be considered abnormal.

LIGHTERS IN STRAIT.  
The local management of the Canadian Pacific Ocean Services were correct in their decision to make no further attempt to embark passengers in the weather circumstances evidenced by the fact that the tender Victoria, which took down to Woosung cargo and heavy baggage of passengers on Friday and Saturday, had to take shelter in the Woosung Creek and up to the time of writing had not got the full complement of baggage on board.

## KEROSENE TRADE FOR 1919.

A review of the kerosene trade, received too late for inclusion in our Review of the Year's trade, states that in 1919 has been an eventful year in the kerosene trade, the only noticeable feature being the absence of Japanese oil in the Hongkong market. This was almost entirely due to Japan itself offering a more remunerative field for its native product. Consumption will probably turn out to have been rather larger than in 1918, although complete figures for the year are not available. Prices of kerosene during the year were rather irregular, but 70 cents on packed oil and 65 cents on bulk. This reduction was rendered possible by the advance in sterling exchange, coupled with the lower cost of production, in spite of greatly increased costs of production, transport and distribution. During the year eccentricities of currency created greater difficulties than piracy, who on the whole have not caused any exceptional trouble. This may in part be accounted for by the assumption of patrolling by the British gunboat, so far as Kwong Tung is concerned, west of the East River watershed.

## A CURE FOR HYDROPHOBIA.

A correspondent of the North China Daily News who signs himself "Wankie" sends the following extract from the Editorial notes of the Shooting Times (London) of November 1st.

Those clever old Chinese are said to have discovered a cure for hydrophobia centuries ago. They obtain a handful of stalks of a plant belonging to a species of polygala, which bears thick leaves and has a stem containing milky juice. The stalks are crushed and then cooked in water in which a lot of rice has been washed. The juice is afterwards strained and given to the animals in their food. We wonder if any of our readers who have lived in China have heard of this cure. It would not be difficult to obtain the recipe through our Foreign Office if it is an effective remedy.

The correspondent asks whether any reader can give the recipe and be rewarded. It might save Hongkong going to the expense of providing a patient.

## SPORT.

### CRICKET.

#### LEAGUE MATCHES.

### CRAIGENGOWER DRAW WITH THE NAVY.

Playing their first League match on Saturday on their own ground, Craigen-gower was decidedly lucky to obtain a point at the expense of the Navy team. Time intervened just in time to save them from being beaten. The Navy did not play their best team, missing Hastings, Holl, McNair, and Caswell and being especially weak in bowling.

The Navy had first knock at the wicket and Lieut. Jones, a prolific run-getter when once set, had the misfortune to place a ball into the hands of Bass at square leg off Omar's bowling. With the advent of Franks, however, who joined Kennet, matters improved somewhat and the score was raised to 25 runs for the second wicket. From thence onward play continued steadily, with a brief exhibition of hurricane hitting, when Greig (84) was at the wicket. Holborn played a capital innings for his side, hitting nicely both to off and leg. He was dismissed by an exceedingly fine catch in the country by Lammert off Bass's bowling. The innings eventually realised 129 runs. Of the bowlers tried Omar had the best average.

Craigen-gower commenced their innings at about 4.30 p.m. Bass and Heath opened for their side and took the score to the half-century, before the partnership was dissolved. Bass's innings of 38 included eight fours, most of which were obtained by long drives to off. He played pretty cricket and deserved the ovation he received. Craigen-gower continued to do exceptionally well with the bat and at one stage had five wickets down for 103 runs. A riot, however, set in during the later stages of the game, Omar being out to a magnificent one hand catch by Kennet at mid-off, and three others, more or less presenting their wickets to the Navy. Time intervened with the score at 113 and one wicket to go. Scores:—

NAVY.				
Mr. Kennet, c. Bass, b. Omar	0			
Mr. Kennet, c. Hall, b. Lammert	14			
Mr. Franks, c. Omar, b. Abbas	11			
Pay-Lieut. Cdr. Holborn, c. Lammert, b. Abbas	30			
Pay-Lt. Robinson, std. Jex, b. Omar	0			
Lt. Com. Greig, std. Jex, b. Omar	24			
C.E.R.A. Bryant, b. Abbas	3			
Lt. Hake, b. Omar	7			
Lt. Lammert, c. Heath, b. Omar	13			
Lt. Deaken, not out	4			
C. A. Pender, b. Abbas	4			
Extras	19			
Total	129			

Bowling Analysis.				
	O.	M.	R.	W.
Omar	16	4	42	6
Abbas	18	4	53	4
Lammert	3	0	15	1

CRAIGENGOWER.				
B. Bass, b. Lammert	38			
C. Heath, b. Greig	14			
W. Hall, b. Greig	15			
F. G. Thompson, run out	22			
F. G. Thompson, c. Franks, b. Lammert	1			
U. Omar, c. Kennet, b. Lammert	6			
L. E. Lammert, c. Jones, b. Bryant	1			
M. H. Abbas, not out	1			
S. Jex, run out	16			
H. W. Ramsay, str. b. Lammert	0			
M. Pina, did not bat	0			
Extras	4			
Total (for 9 wickets)	113			

Bowling Analysis.				
	O.	M.	R.	W.
Kennet	5	0	20	0
Bryant	7	1	30	1
Lammert	10	1	80	4
Greig	7	2	29	2

### C.R.C. v. R.E. AND I.A.

O.R.O.'s batting failed lamentably in this League fixture at Causeway Bay. It was the first of R.E. and I.A.'s engagements, their strong team making no mistake about the points. Their bowling was good, and was the chief factor in O.R.O.'s poor showing. Hammond bowled mildly, being lucky to get Ng Sze Kwong with a swerving full pitch, but Edwards and White trundled very well. In the fielding department while some catches were dropped some remarkable ones were made. Gray, behind cover point, caught a nice one with one hand and Edwards took a hot one off his own bowling. C.R.C. lost 1 for 12, 2 for 12, 3 for 36, 4 for 40, 5 for 55, and were all out for 76. R.E. and I.A. reached that figure with 2 wickets down, 1 for 20, 2 for 40, 3 for 60. C.R.C.'s catching was not good. Scores:—

C.R.C.				
Ng Sze Kwong, b. Hammond	10			
Yew Man Tuen, b. Edwards	13			
G. Lee, c. Edwards, b. Hammond	0			
Un Hui Fan, c. Gray, b. Edwards	15			
Shin Man Ping, c. b. Edwards	1			
Ho Wing Kin, c. b. Edwards	1			
Lo Man Fan, b. Edwards	0			
H. Ching, b. White	0			
J. Wang, not out	7			
Wei Lee San, b. Edwards	3			
Extras	7			
Total	76			

Bowling Analysis.				
	O.	M.	R.	W.
Hammond	8	4	18	2
Edwards	10	2	40	6
White	4	1	13	2

R.E. AND I.A.				
Maj. Greenaway, c. Wong, b. Ho	51			
Capt. Gray, b. Lee	8			
Maj. Edwards, b. Lee	12			
Col. Taylor, b. Lee	35			
Maj. Middlemas, c. Wei, b. Ho	0			
Capt. Murray, lb.w., b. Ho	1			
Lt. Hammond, b. Ching	47			
Lt. McConnell, b. Ho	0			
Q.M.S. White, b. Yew	4			
Capt. Caley, b. Ching	4			
Lt. Chausan, not out	5			
Extras	3			
Total	171			

Bowling Analysis.				
	O.	M.	R.	W.
Yew Man Tuen	10	1	44	1
Ng Sze Kwong	15	1	53	3
Lo Sze Kwong	2	0	17	0
Ho Wing Kin	7	0	35	4
Ching	31	0	14	2

### FRIENDLY MATCHES.

#### R.G.A. v. CIVIL SERVICE.

A scratch team of the R.G.A. which included Sgt. Henderson of the Chinese Labour Corps and Chief Gun. Bevan of the Navy, played the Civil Service on Saturday and compiled the very good score of 189 for the loss of eight wickets and then declared. Telford and Mann put up a first wicket partnership for 63 runs and from thence onwards the score mounted up rapidly. Telford gave one of his nicest exhibitions of cricket and was assisted by Mann, who found the Civil Service bowling to his liking. Bdr. Bowerman carried out his bat for a vigorous 88 runs.

The Civil Service team scored 67 runs for the loss of four wickets when stumps were drawn. A first wicket partnership between Lambie and Bradbury yielded 38 runs. Bevan proved himself a very capable bowler and worthy of a place in the Navy League team, which lacks bowlers. Scores:—

R.G.A.				
G.Q.M.S. Telford, str. Strange, b	60			
Lambie	35			
Cpl. Mann, c. Strange, b. Ling	35			
Sgt. Henderson, c. Fincher, b. Ed-	2			
Chief Gun. Bevan, c. Strange, b. Ling	11			
Gun. Perkins, b. Edmand	5			
Gun. Baines, c. b. Piercy	9			
W. O. Anderson, b. Piercy	14			
Gun. Smith, b. Piercy	10			
Br. Bowerman, not out	28			
C.S.M. Pragnell, not out	8			
Mr. Gen. May, did not bat	0			
Extras	19			
Total (for 8 wickets, declared)	189			

Bowling Analysis.				
	O.	M.	R.	W.
Severn	6	1	21	0
Ling	11	2	40	2
Edmonds	8	0	43	2
Piercy	6	0	22	3
Lambie	4	0	25	1
Thompson	3	1	14	0

CIVIL SERVICE.				
B. W. Bradbury, b. Bevan	17			
P. T. Lambie, b. Bevan	20			
W. H. Edmonds, c. Telford, b. Bevan	2			
A. E. Wood, b. Bevan	12			
F. Syme Thompson, not out	10			
G. H. Piercy, not out	5			
H. E. Strange, did not bat	0			
D. Smalley, did not bat	0			
F. Ling, did not bat	0			
E. Fincher, did not bat	0			
C. Severn, did not bat	0			
Extras	8			
Total (for 4 wickets)	67			

Bowling Analysis.				
	O.	M.	R.	W.
Baines	13	2	23	0
Henderson	6	0	18	0
Bevan	6	0	18	4

### UNIVERSITY DEFEATS HONGKONG

#### C.C. 2nd XI.

A who's day match between the University and the Hongkong C.C. 2nd XI, played on Saturday, resulted in a win for the former team by 56 runs. For the Club Paravacini, MacNicol, Green and Fenwick batted well. The feature of the University's two innings was the batting of Samy and Wright. Scores:—

1st Innings.				
L. M. Whyte, b. Chua	3			
B. A. Green, c. Chua, b. Redmond	17			
L. A. MacNicol, b. Wright	30			
P. J. Paravacini, c. Sepher, b. Red-	23			
mond	23			
T. J. Fenwick, std. Sepher, b. Wright	25			
P. J. Paravacini, b. Redmond	3			
A. Burnie, c. Yeoh, b. Redmond	0			
C. Brown, c. Samy, b. Redmond	7			
A. MacKenzie, c. Pun, b. Redmond	2			
H. Cobb, b. Redmond	2			
J. W. McPhail, not out	1			
Extras	12			
Total	148			

Bowling Analysis.				
	O.	M.	R.	W.
Redmond	14.5	0	61	8
Chua	5	0	27	1
Wright	0	0	68	2

### UNIVERSITY C.C.

#### 1st Innings.

H. C. Hunt, c. Fenwick, b. Mac-	10
Nicol	
T. L. Chua, c. Thurfield, b. Mac-	10
Nicol	
D. E. Samy, c. Brown, b. Thurfield	67
F. A. Redmond, c. MacNicol, b.	
Thurfield	18
C. H. Yeoh, b. Thurfield	8
J. D. Wright, b. Thurfield	4
J. T. Pun, c. MacKenzie, b. MacNicol	3
S. K. Chua, c. Green, b. Burnie	35
K. S. Chua, b. Burnie	11
T. E. Yeoh, b. Brown	7
S. A. M. Sepher, not out	1
S. W. Chan, c. Green, b. Burnie	1
Extras	26
Total	204

Bowling Analysis.				
	O.	M.	R.	W.
Fenwick	12	2	38	0
MacNicol	13	1	46	3
Thurfield	9	2	33	4
Burnie	9	2	32	3
Brown	7	2	29	1

### HONGKONG C.C.



## THE VICTORIA.

WE KNOW OF THE SUFFERING AND ORUEL INJUSTICE THAT BEFEL KING LEAR, THE HAUNTING PATHETIC STORY OF PERE GARIOT (THAT MOST APPEALING CREATION OF THE GREAT BALZAC) WHO SACRIFICED EVERYTHING FOR THE CHILDREN HE LOVED AND WHO WAS HAPPY AND CONTENT THAT HE COULD MAKE THE SUPREME SACRIFICE. THERE ARE INFINITE PATHOS AND TEARS IN BOTH THESE STORIES IN

## "GATES OF BRASS"

TO BE SHOWN AT THE  
VICTORIA

TO-NIGHT

FRANK KEENAN, AMERICA'S GREATEST CHARACTER ACTOR, GIVES ONE OF THE MOST FASCINATING AND POWERFUL STUDIES OF THE SOUL OF FATHERHOOD EVER GIVEN TO LITERATURE, THE STAGE, OR THE SCREEN.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"AGAPENOR"  
are hereby notified that the Cargo will be discharged into Boli's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Jan. 5th.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Jan. 13th, will be subject to suit.  
All Claims against the Steamer must be presented to the undersigned on or before Jan. 13th, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, January 3rd, 1920. [175]

## NOTICE TO CONSIGNEES.

BRITISH INDIA S.N. CO. (APOB LINE)  
"MADRAS"  
Arrived Hongkong on January 2nd, 1920.  
FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at prima stiva in the Hongkong and Kowloon Godowns, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to suit.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO.,  
Agents,  
Hongkong, January 3rd, 1920. [178]

## THE P. &amp; O. N. B. Co's Steamer

S.S. "DUNERA"  
Arrived Hongkong, 31st December, 1919.  
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at prima stiva in the Hongkong and Kowloon Godowns, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.  
Goods not cleared within eight days, including date of arrival, will be subject to suit.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO.,  
Agents,  
Hongkong, December 31st, 1919. [180]

## NOTICE TO CONSIGNEES.

S.S. "ECUADOR" VOY. 15-OUT.  
FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Godowns, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Jan. 2nd, at 10 a.m., and Jan. 4th, at 10 a.m.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Jan. 4th, will be subject to suit.

No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,  
J. ORAM SHEPPARD,  
Acting Agent,  
Hongkong, December 28th, 1919. [149]

## NOTICE TO CONSIGNEES.

THE P. & O. N. B. Co's Steamer  
"SANGOLA"  
Arrived Hongkong on Dec. 31st, 1919,  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at prima stiva in the Hongkong and Kowloon Godowns, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to suit.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO.,  
Agents,  
Hongkong, December 31st, 1919. [193]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavian, American, Continental, and South African Ports.

THE Home-ward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JANUARY 12th, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Bill and Valuable Cargo for Italy, France and London (under arrangements) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc., apply to—  
MAKINNON, MACKENZIE & CO.,  
Agents,  
P. & O. N. B. Co.  
Post Box 112, 21 Des Voeux Road Central.

## SURPLUS STOCKS SCANDAL.

## ARMY STORES WASTING IN FRANCE.

## A YEAR OF NEGLECT.

The liquidation of British Army stocks in France has become a scandal. For many days and weeks past dealers have warned me of the situation. My statements are based on independent investigations which may be accepted as correct, wrote the Paris correspondent of the Morning Post on November 11th. What has occurred in France is that the British Army stocks have for the most part been left unprotected from the weather. They have been valued by incompetent civilians, mostly novices and nominees of politicians, whose method of operating has been to attempt to sell to French merchants or the French Government at ten per cent under cost price. Stocks valued at two million sterling were offered on a Saturday, and not a single contractor ventured to bid. I have had a talk with one of those dealers who are in a position to get samples and specimens of the stocks offered for sale. Among them was powdered milk that has become sour. He described to me his experience. He says that tins of bully beef were lying on the damp ground exposed to the weather. He took several samples of stocks for sale. Tins were opened, and for the most part meat was found to be black and unfit not only for human consumption but also for any animal.

## ROTTING OF THE GROUND.

British Army stocks of all sorts are rotting on the soil. Their value to-day amounts to something like five per cent of their purchase price, but they are being regarded by Mr. Lloyd George and his friends as possessing a value of some 30 per cent of their purchase price. Quite rightly, the Government has appreciated the fact that stocks purchased two years ago have lessened in value, but they have entirely overlooked the fact that many of the provisions were intended for immediate consumption, and were quite unable to withstand three months' bad weather.

They have sent men out as experts, most of whom, as the Army will bear me out, are quite inexperienced in the materials in which they are dealing, and seem incapable of understanding the stocks of meat, biscuits, candles, and the like, and not to be expected to withstand rain, wind, and sun without rotting.

I have visited to-day an agent who says nothing better than to deal in Government stocks. His object is solely to make a legitimate profit, and the larger profit he makes the better he is satisfied. He tendered on the strength of samples offered to him, but after seeing the stock he withdrew his tender in a letter to one of the officers concerned, saying he would be liable to imprisonment if he handled goods of such a character, and that the officer would also be involved in very grave consequences.

## HIGHLY SALARIED EXPERTS.

To-day is the anniversary of the Armistice, and British Army stocks have more or less since that time been in the care of so-called experts, who have each been drawing from £1,500 to £3,000 a year. British subjects here who know the facts recent very keenly that these stocks have been unobtainable either by the French authorities or by ordinary merchants, and have been allowed to perish on the spot either owing to the incompetence of the men who have been placed in charge of them or to the indifference of the authorities. What amazes them, however, from an Imperial standpoint, is that Mr. Lloyd George is quoting these stocks as an important national asset. Where he expects to realise pounds he will be fortunate if he realises francs.

## THE SYRIAN QUESTION.

## FRENCH OFFICIAL REPLY.

The message of the *Matin's* special correspondent in London about Syria has met with a rejoinder in the form of a Note which has been communicated to the Paris evening papers. As it puts the French side of the question regarding the conversations which the Emir Feisal has had in Paris with the representatives of the French Government, it is as well to give the statement in full. It is as follows:—

"A morning paper has published, on the question of the conversations which have taken place recently in Paris with the Emir Feisal, declarations which are presented as emanating from authorized British quarters, and which are entirely contrary to the truth.

"No representative of the French Government has ever used to the Emir Feisal language which is in opposition to the bonds of close alliance existing between France and England and to the agreements which unite the two countries and form the basis of their relations in Syria and Mesopotamia.

"It is completely false to say that the Emir has been advised to sever his relations with England, in order to pursue with France alone a policy, contrary to British interests.

"The basis of the conversations result from the very proposal of the British Government to relieve the British troops in Syria and Cilicia by French troops, a relief which constitutes a purely military measure, the final decision on the Syrian question being reserved.

"Contrary to the assertion of the newspaper, it has been repeated to the Emir Feisal that the Entente between France and England was intangible, and that no attempt made to find support in one of the two countries against the other could be taken into consideration for a moment."

## WEATHER REPORT.

January 4th at 11.30—No returns from Vladivostok Japan or Indo-China.

Pressure has increased moderately from Shanghai to Hongkong. It is nearly stationary over the Philippines.

The anti-cyclone over China has again strengthened.

Strong monsoon may be expected along the south-east coast of China and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DIRECTIONS: FORECAST.

Hongkong to Gap Road (North wind, strong; sea).

Formosa Channel (Northerly gale).

South Coast of China between the same as Hongkong and Lamoo (No. 1).

South Coast of China between the same as Hongkong and Hainan (No. 1).

## HONGKONG TIDE TABLE.

From 5th to 11th January, 1920.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'kong Standard Time	Height	ft. in	H'kong Standard Time	Height	ft. in
Mon.	5	8 55	4 4	3 18	0 8	3 18	0 8
Tue.	6	7 45	4 5	3 51	3 2	3 51	3 2
Wed.	7	8 35	4 5	3 51	3 1	3 51	3 1
Thur.	8	9 25	4 5	3 51	3 1	3 51	3 1
Fri.	9	10 15	4 5	3 51	3 1	3 51	3 1
Satur.	10	11 05	4 5	3 51	3 1	3 51	3 1
Sun.	11	11 55	4 5	3 51	3 1	3 51	3 1

## ASAHI BEER



SOLE AGENTS

MITSU BUSSAN KAISHA

64

**SANTAL MIDY**

These tiny Capsules—superior to Copalba, Cubebs, and injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Rich, Copalba bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

## JAVA-CHINA-JAPAN LIJN

REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM	JAPAN	5th Jan.	5th Jan.	JAVA
TJIPANAS	JAVA	10th Jan.	10th Jan.	—
TJISALAK	JAVA	12th Jan.	12th Jan.	SHANGHAI

\*Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.  
Yokohama Building, 1st Floor.  
Telephone No. 1874.

## PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON

S.S. "COLOMBIA" — — — — — Wednesday, Jan. 28th, 1920.

S.S. "VENEZUELA" — — — — — Feb. 15th, 1920.

ALSO

The following U.S. Shipping Board vessels:

Sails from San Francisco Due to sail from Hongkong

S.S. "WEST INSKIP" — — — — — Oct. 28th, 1919 — — — — — Jan. 8th, 1920.

S.S. "WEST CONOB" — — — — — Nov. 1st, 1919 — — — — — Jan. 26th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—  
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road  
Cable Address "SOLANO" 37  
Telephone 141.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SUBJECT TO ALTERATION

HAIPHONG via HOIHOW — — — — — "LOKSANG" — — — — — Tues. 8th Jan. 8 a.m.

SHANGHAI via NINGPO — — — — — "HOPJANG" — — — — — Wed. 7th Jan. D'light

STRAITS & CALCUTTA — — — — — "LOKSANG" — — — — — Wed. 7th Jan. 3 p.m.

MANILA — — — — — "LOONGSANG" — — — — — Fri. 9th Jan. 3 p.m.

STRAITS & CALCUTTA — — — — — "YACHING" — — — — — Fri. 9th Jan. 3 p.m.

KORAT — — — — — "FOOLING" — — — — — Fri. 9th Jan. 3 p.m.

STRAITS & CALCUTTA — — — — — "LAISANG" — — — — — Tues. 12th Jan. 3 p.m.

SANDAKAN — — — — — "HINSANG" — — — — — Sat. 14th Jan. Noon

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

SORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Knaish, Jesselton, Labuan, Tawau and Land Dayu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to—  
JARDINE, MATHESON & CO., LTD.  
Telephone No. 214. General Managers.

Cable Address  
Kawakisen, Kobe  
Bentley's, A.B.C. 4th Ed.  
and Scott's Codes

Telephone: Sannomiyama  
3844, 3333.

**KAWASAKI KISEN KAISHA**  
(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ————— ¥20,000,000

President: Mr. T. KAWAKAMI  
Vice-President: Mr. K. MATSUOKA  
Managing Director: Mr. MASATA ABE

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**  
ALWAYS READY FOR  
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management —

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the  
KAWASAKI KISEN KAISHA,  
No. 8, Naniwa, Kobe.







**AMERICAN & ORIENTAL LINE**

For NEW YORK via Panama Canal  
S.S. SUVERIC sailing about end of January.

**ORIENTAL AFRICAN LINE  
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—  
THE BANK LINE, LTD.,  
Managing Agents.

**"ELLERMAN" LINE.**

(WILFRED & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "ST. FRANCIS" ... 20th January.  
LONDON ... "MATOPPO" ... 15th February.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,  
General Agents.

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	LIANGCHOW	On 6th Jan. 9 A.M.
SWATOW & SHANGHAI	SHANTUNG	On 6th Jan. Noon.
SHANGHAI	SINKIANG	On 6th Jan. Noon.
MANILA, CEBU & ILOILO	TAMING	On 20th Jan. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHEW  
AND RETURN.  
(Occupying 9 to 10 Days).

QUINERMAUG Capt. J. Medina ... TUESDAY, 6th Jan. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT TEMPLAR"	via Suez	6th Jan.
"CAITIA"	via Suez	15th Jan.
"ATREUS"	via Suez	28th Jan.
"ARISTO"	via Suez	16th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.  
Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.  
HONGKONG and CANTON REISS & CO., CANTON.

**P. & O. - BRITISH INDIA,****APCAR AND EASTERN &  
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	3,000	4th Jan.	MASSILLON & LONDON direct
"DUNERA"	3,000	12th Jan.	Straits, Ceylon, Bombay.

**BRITISH INDIA-APCAR SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"JAPAN"	3,000	6th Jan.	Straits, Rangoon & Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	25th Jan.	Sandakan, Thursday Island, Queensland Ports and Sydney.
"EASTERN"	4,000	11th Feb.	

**SAILINGS TO SHANGHAI & JAPAN**

S.S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,800	4th Jan.	Shanghai & Kobe.
"SOMALI"	5,700	6th Jan. Noon.	Shanghai, Kobe & Yokohama.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Tickets interchangeable.  
1st Saloon Passengers may travel by H.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Claims are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be altered without notice.  
Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
24, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE.**

Operating the following U.S. Shipping Line Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
(Calling at Shanghai and Kobe).

"EDMORE"	...	About Jan. 8th.
"CITY OF SPOKANE"	...	About Jan. 8th.
"ICONIUM"	...	About Jan. 27th.
"GROSSKREYS"	...	About Feb. 1st.
"WHEATLAND"	...	About Feb. 15th.

For PORTLAND direct.  
(Calling at Shanghai and Kobe).

"WAWALONA"	...	About Jan. 9th.
"COAXETS"	...	About Jan. 22nd.

Through Bills of Lading issued to Oriental Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSON.

**FOR NEW YORK.****PRINCE LINE FAR EAST SERVICE****S.S. "ARABIAN PRINCE"**

will be despatched for NEW YORK via SUEZ CANAL about  
JANUARY 15th, 1920.

For freight and further particulars, apply to—

SHYWAN, TOMES & CO.,  
Agents.

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	21,000	Jan. 15th.
SIBERIA MARU	20,000	Jan. 30th. (from Kobe).
* FENGLIA MARU	9,000	Feb. 3rd.
KORRA MARU	20,000	Feb. 23rd.
TENYO MARU	22,000	Mar. 11th.

\* Omitting Shanghai

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO  
N PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDEN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,900	Jan. 8th, 1920
ANYO MARU	18,500	Mar. 13th.
SEIYO MARU	16,000	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Port of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager,  
King's Building.

Telephone 2374 and 2375

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 16th Jan 1920
	"AMAZON" ... 10,000	On or about 29th Jan.
	"PAUL LECAT" ... 10,000	On or about 31st Feb.

MASSILLON via  
SAIGON, SINGAPORE,  
PORT COLOMBO,  
DIEBOUT, SUEZ,  
PORT SAID

SHANGHAI ... "SCHARNHORST" (Chartered) On or about 19th Jan. 1920.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSSEL,  
Acting Agent,  
Queen's Building.

Telephone 740.

**O. S. K.  
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
"BORNEO MARU" ... Beginning of January.

GENOA—Monthly service. Taking cargo on through Bills of Lading with trans shipment to Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.  
"TAMON MARU" ... Middle of January.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

JAPAN PORTS—Mofu, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
No. 1, Queen's Building.

Tel. No. 741 and 745.

**CHINA MAIL S.S. CO., LTD.**

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
14,000 tons, 10,300 tons, 11,000 tons.

(SAILINGS FROM HONGKONG FOR)

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"  
Jan. 12th, 1920, Jan. 31st, 1920, Mar. 2nd.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent,  
Los House Street.

Prince's Buildings.



